

12 March 2002

Safety

**CAP SAFETY RESPONSIBILITIES AND PROCEDURES**

**ADDENDUM**

The addendum to the Oregon Wing supplement to CAPR 62-1, is as follows:

**SECTION A – FLYING SAFETY**

1. Fern Ridge Reservoir, approximately 1 mile to the Southwest of the Eugene Airport, is a refuge for a large number of birds, especially Canadian geese. Hence, there are many flocks of birds that pass over, through and make their temporary home in and around the reservoir. Therefore, when flying on the west side of the runway at Eugene airport in the traffic pattern, or anywhere in the vicinity of the reservoir, there is a danger with possibly encountering both hawks, flocks of geese and ducks, and even vultures. Please act accordingly.
2. When flying to another airport (except in the pattern or in the local practice area), request “flight following” and always be sure to check NOTAMS.
3. When moving the airplane in and out of the CAP hangar behind Wing HQ at Eugene Airport, take your time and be aware of your surroundings: other aircraft, vehicles, pedestrians, visibility, etc. You might avoid an accident or inadvertent damage to the hangar or the airplane.
4. When you taxi, day or night, keep your aircraft centered on the yellow taxi line faithfully. This is the best – although not guaranteed – that you will have the maximum amount of wingtip clearance, possibly avoiding damaging our own planes or others parked on the ramp.

**SECTION B – GROUND SAFETY**

1. When driving to and from the Eugene airport, observe the stop signs at the intersection of Airport Road and Greenhill Road! Several serious accidents (i.e. including the Wing Safety Officer’s accident by a driver who didn’t stop) have occurred at that intersection, caused by people not observing the stop sign.
2. It is to be remembered that only properly licensed and authorized CAP members on CAP business are allowed to operate corporate vehicles.

**SECTION C – SEASONAL SAFETY HAZARDS**

- Winter:**
- Watch out for “slick” roads or taxiways: they can be a serious threat to your safety.
  - Make sure you carry a survival kit, both in your vehicle and in the aircraft
  - Icing is always a danger. Check the freezing level, current and forecast, along your route of flight before each flight.
- Spring:**
- Watch out for bird’s nests in the engine intake, or bugs clogging the pitot tube
  - Watch out for indications of possible thunderstorms along your route of flight. Thunderstorms are the most dangerous of all weather phenomena to aircraft.
- Summer:**
- **Airplanes fly with reduced performance. Be aware of and always calculate density altitude.**
  - Dehydration is always a possibility.
  - Watch out for indications of possible thunderstorms along your route of flight.
- Fall:**
- In Oregon, fall is always a transition from beautiful (CAVU) flying conditions to severely restricted flight conditions (fog, low ceilings, rain, mist, etc.). Make sure you always check the weather, locally and along your intended route.

Fly safe!